

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:08 AM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 008 Const Calendar Day: 370 Date: 13-Sep-2010 Monday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather**

Temperature 7 AM 12 PM 4PM

Precipitation Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

**General Comments**

CCO 153, HINGE K BEARINGS:



In-Place Machining continues working on the first hinge pipe beam CCO 153 bevel. IPM is working on HPB003. Today is continued work on machining to cut a bevel on the end of the hinge pipe beam. IPM is working on the 7.5-degree bevel at the start of the day and moves to the 15-degree bevel later in the day. There is 1 machinist (Cohl Wiesbrook) from In-Place Machining working a 12 hour shift from 0600 to 1800. ABF provides assistance on this operation, including ABF engineer Zach Lauria.

At the start of the day, IPM is working on the final cleanup machining cuts on the completed 7.5-degree bevel. The final cleanup cuts take off less material per cut and provide a smoother final surface. There is an issue with gauges on the downhill side (tool machining downhill vs machining uphill) of the hinge pipe beam. There is also a ridge or jump machined into the cuts. IPM performs another cut/pass to cleanup this cut. It takes until approximately 0730 to perform this additional cut/pass. After the 7.5-degree bevel is done, IPM moves operations to cutting the 15-degree bevel. While machining the 15-degree bevel, IPM concurrently uses a flapper wheel to break the sharp edge between the un-machined surface and the 7.5-degree bevel. At 1230, after lunch, I tell IPM that the broken edge is not acceptable. IPM says they can hit the edge with a hand disk grinder or make another flapper wheel pass. At 1700, IPM says they need to tie-off for the hand disk grinder for the upper portions of the hinge pipe beam. ABF says they will look into getting IPM safe access. IPM says they need complete acceptance of the work on this hinge pipe beam before breaking down the equipment and moving to the next hinge pipe beam. Note that they are not at this point yet, with machining still continuing.

See Matt Bruce and Lalit Mathur diaries for other details of the work and the labor/equipment information.

